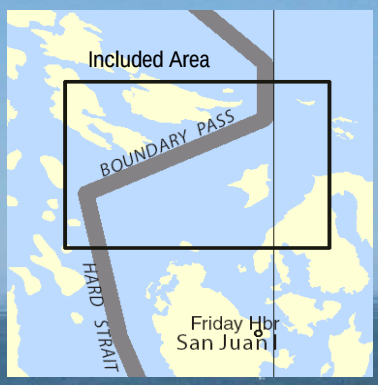
BookletChart™

Boundary Pass

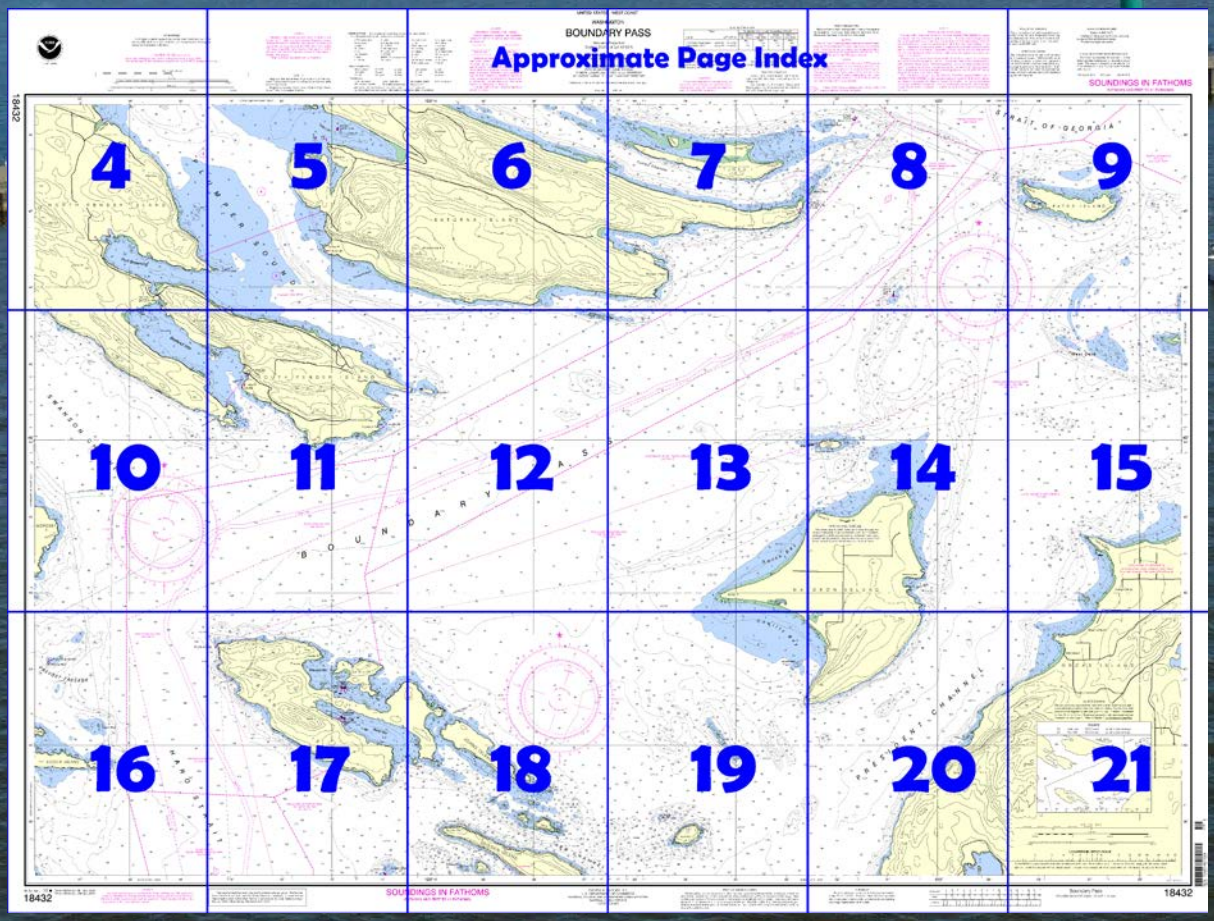
NOAA Chart 18432

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18432

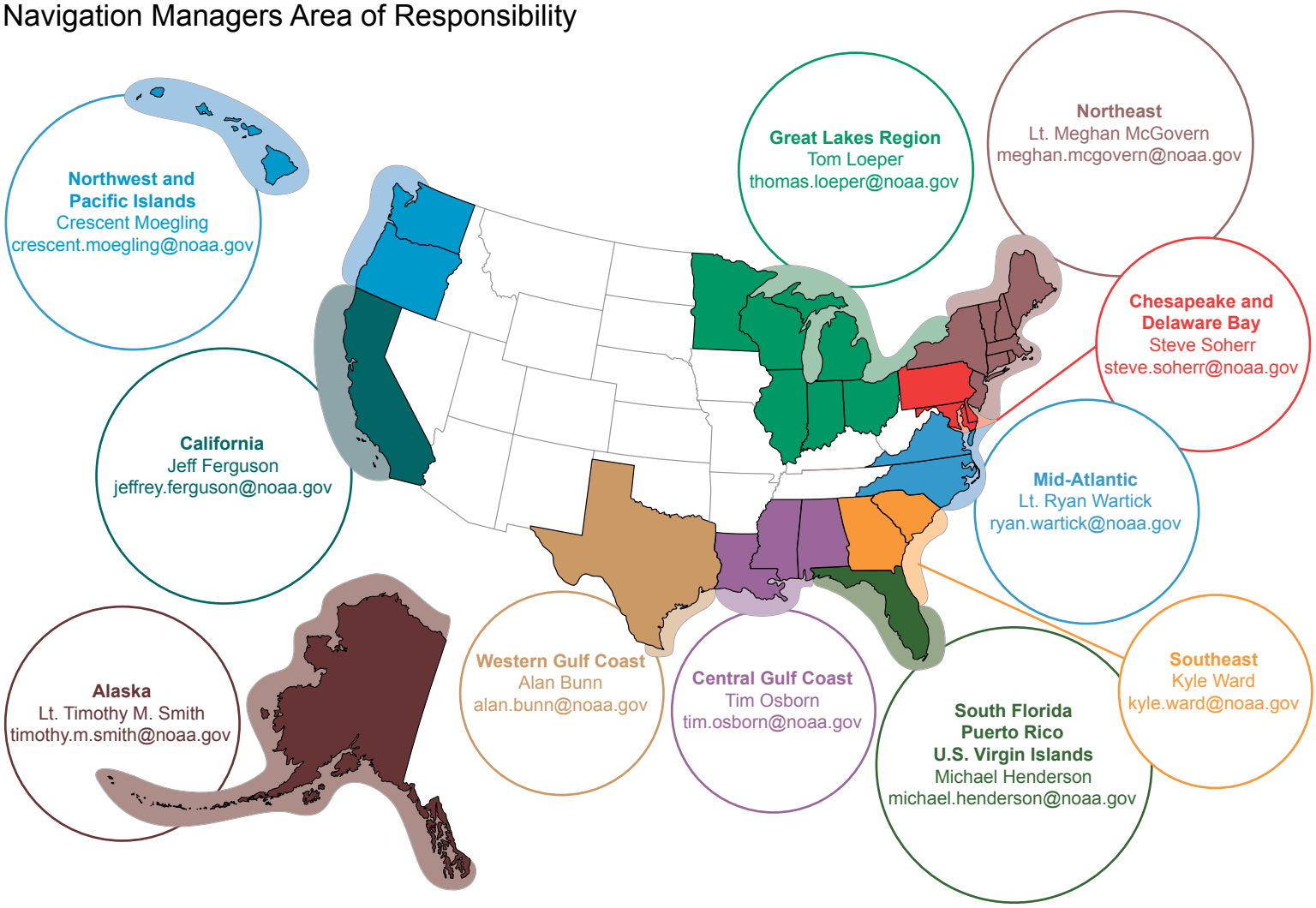
(Selected Excerpts from Coast Pilot)
Haro Strait and **Boundary Pass** form the westernmost of the three main channels leading from the Strait of Juan de Fuca to the SE end of the Strait of Georgia; it is the one most generally used. Vessels bound from the W to ports in Alaska or British Columbia should use the Haro Strait/Boundary Pass channel, as it is the widest channel and is well marked. Vessels bound N from Puget Sound may use Rosario Strait or Haro Strait; the use of San Juan Channel by deep-draft vessels is not recommended.

A **Vessel Traffic Service** has been established in the Strait of Juan de Fuca, E of Port Angeles, and in the adjacent waters. (See **161.1 through 161.55**, chapter 2, for regulations, and the beginning of this chapter for additional information.)
Haro Strait extends N from the S end of San Juan Island for about 18 miles to Turn Point Light on Stuart Island, thence Boundary Pass leads NE for 13 miles to its junction with the Strait of Georgia between East Point, the E end of Saturna Island, B.C., and the W end of Patos Island, the small United States island; both of which are marked by lights. These waterways have widths from 1.5 to 5 miles; depths are generally great.
The E shore of the passage will be described in detail, with only a brief general description of the W shore. More complete detail of the W shore is contained in Pub. 154, Sailing Directions (Enroute) for British Columbia, published by the National Geospatial-Intelligence Agency Hydrographic/Topographic Center, and the Sailing Directions, British Columbia Coast (South Portion) Vol. 1, published by the Canadian Hydrographic Service.
The International Boundary between the United States and Canada passes through Haro Strait and Boundary Pass.
In accordance with the Cooperative Vessel Traffic Service, the United States and Canada, in cooperation with industry and the British Columbia Coast Pilots have established a **Special Operating Area** at the intersection of Haro Strait and Boundary Pass in the vicinity of Turn Point Light (48°41'18"N., 123°14'12"W.). This special area will help reduce the risk of incidents between both commercial and recreational vessels transiting the boundary waters of Haro Strait and Boundary Pass. For the boundaries and rules regarding the **Special Operating Area**, see **Cooperative Vessel Traffic Service (CVTS)**.
Rocky **Middle Bank**, with a least depth of 10 fathoms, is in the S approach to Haro Strait. The bank is about 3.5 miles long, and the least depth is in its NE part and 5.7 miles SW of Cattle Point Light on the southernmost tip of San Juan Island. Heavy tide rips, dangerous to small craft, form in the vicinity of this bank in bad weather.
Beaumont shoal, covered 9 fathoms, lies 3 miles NW of the NW corner of Middle Bank and is marked by a lighted buoy. A second small bank with a least depth of 7 fathoms lies 1 mile to the north. In bad weather, heavy tide rips form over these banks.
San Juan Island, the largest of the group, is about 13 miles long, rugged, and partly wooded. **Mount Dallas**, the highest of several hills on the island, rises abruptly from the middle of the W side to a height of 1,080 feet. In most places the shores are free of outlying dangers. The N end of the island is indented by several small bays that, with the exception of Roche Harbor, are shoal and of no commercial importance.
From **Eagle Point**, the W shore of San Juan Island trends NW and forms the E side of Haro Strait. This shore is steep-to and rocky, and beyond 400 yards offshore it is free of danger; however, the depths off this shore are too great for anchoring.
Kanaka Bay, a small cove used by fishing boats, is 2.5 miles NW of Eagle Point.
Lime Kiln Light (48°30'57"N., 123°09'08"W.), 55 feet above the water, is shown from a 25 foot white octagonal tower attached to a building on the W side of San Juan Island. Two dwellings are about 150 yards SE of the light. Rocks awash lie close inshore about 1 mile SE of the light.
Smallpox Bay and **Andrews Bay**, 1.5 miles NW of Lime Kiln Light, offer protection for small craft from N and E weather.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Seattle	Commander 13th CG District Seattle, WA	(206) 220-7001

Navigation Managers Area of Responsibility

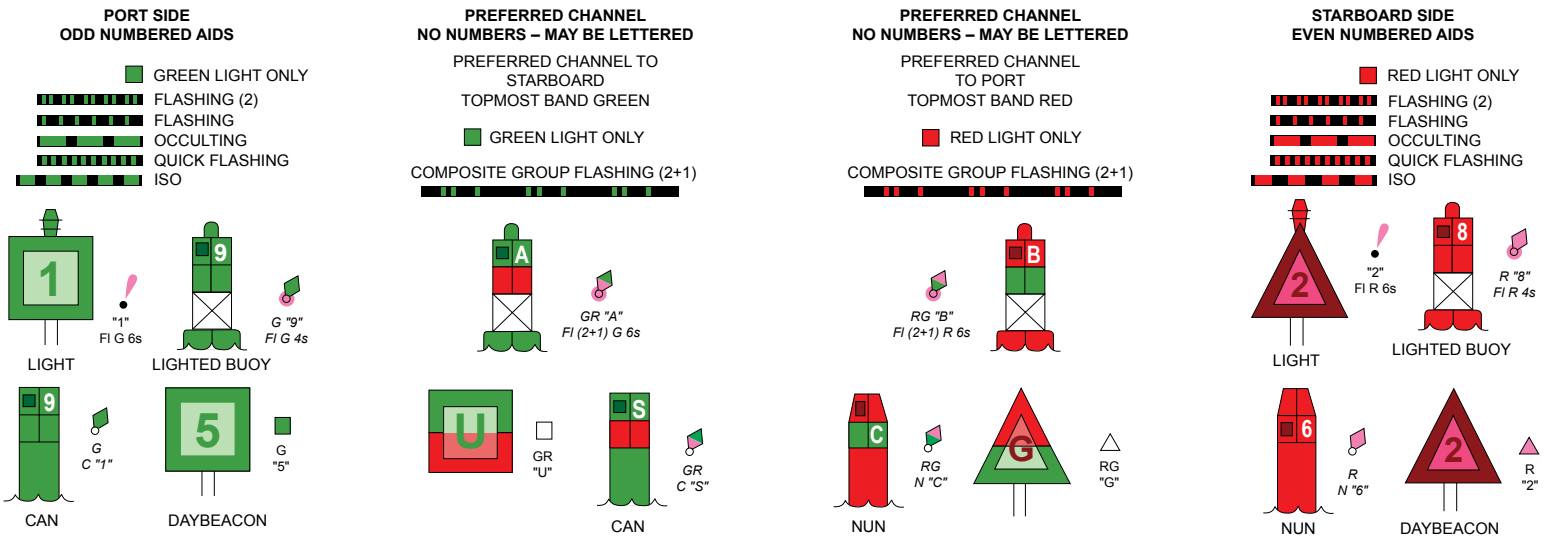


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

THE NATION'S CHARTMAKER SINCE 1807

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the U.S. Coast Guard, Geological Survey and Canadian Authorities.

COLREGS, 80.1390 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

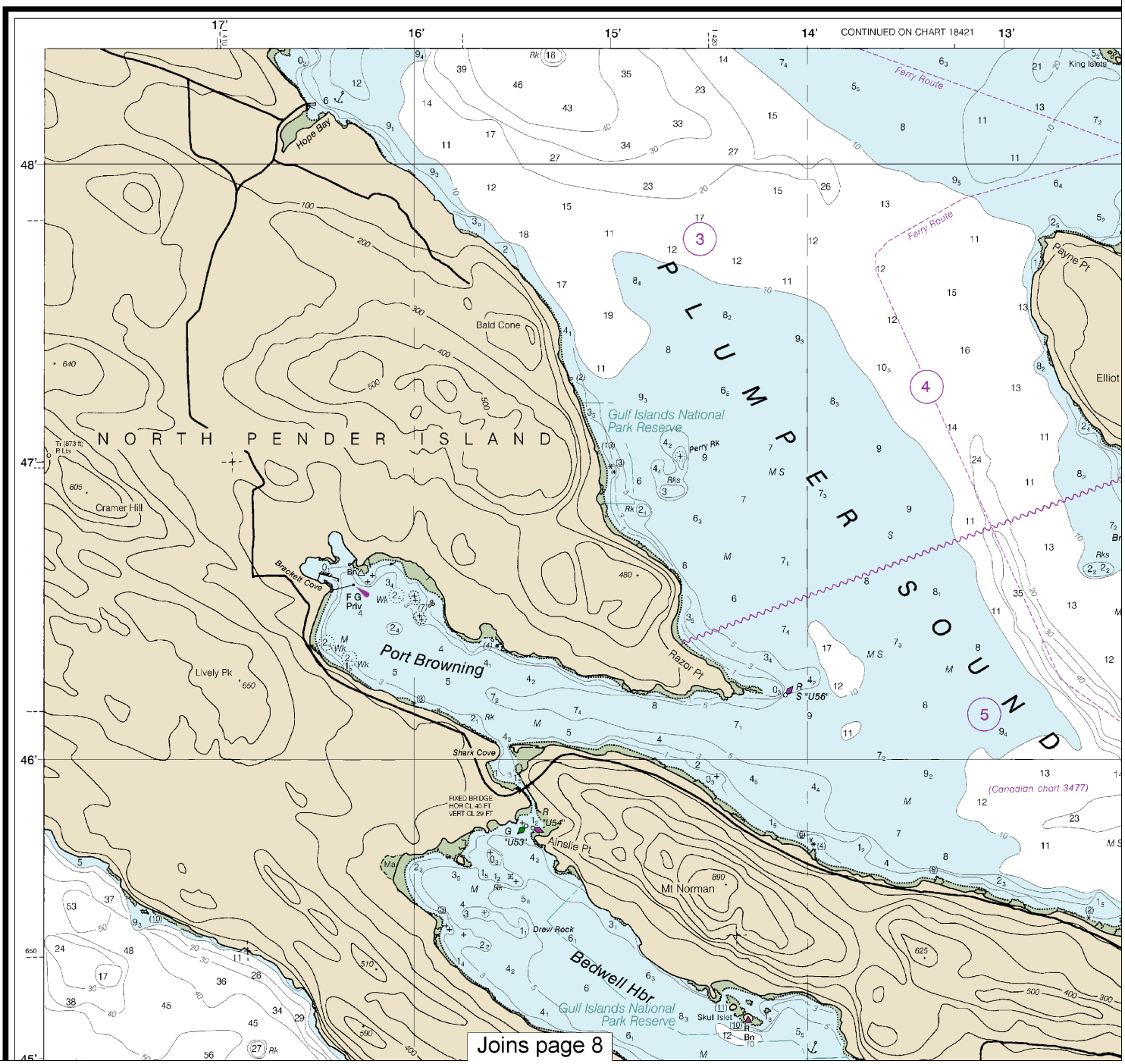
SCALE 1:25,000
Nautical Miles
Statute Miles
Yards
Meters

TURN POINT SPECIAL OPERATIN
For detailed information concerning
U.S. Coast Pilot 7.

NOTE A
Navigation regulations are published
Coast Pilot 7. Additions or revisions to
lished in the Notice to Mariners. Informat
regulations may be obtained at the Office
13th Coast Guard District in Seattle, Wa
Office of the District Engineer, Corps
Seattle, Washington.
Refer to charted regulation section

HEIGHTS
Heights in feet above Mean High Wate
Contour and summit elevation values ar
to Mean Sea Level.
Heights expressed in feet above Hi
Larger Tides, in Canadian Territory.

18432



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
Yards

UNITED STATES

WASHI

BOUNDA

Mercator
Scale 1:25,00

North America
(World Geode

SOUNDINGS
(FATHOMS AND FEET
AT MEAN LOWER LOW W
AT LOWEST NORMAL TIDE

Additional information can be ob

1st Ed., Jan. 19

ING AREA
g this area, consult

ed in Chapter 2, U.S.
o Chapter 2 are pub-
ation concerning the
e of the Commander,
Washington or at the
ps of Engineers in

h numbers.

ater in U.S. Territory.
are in feet and refer

Higher High Water,

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector R Bn radiobeacon	WHIS whistle Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(2L) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

CAUTION
SUBMARINE PIPELINES AND CABLES

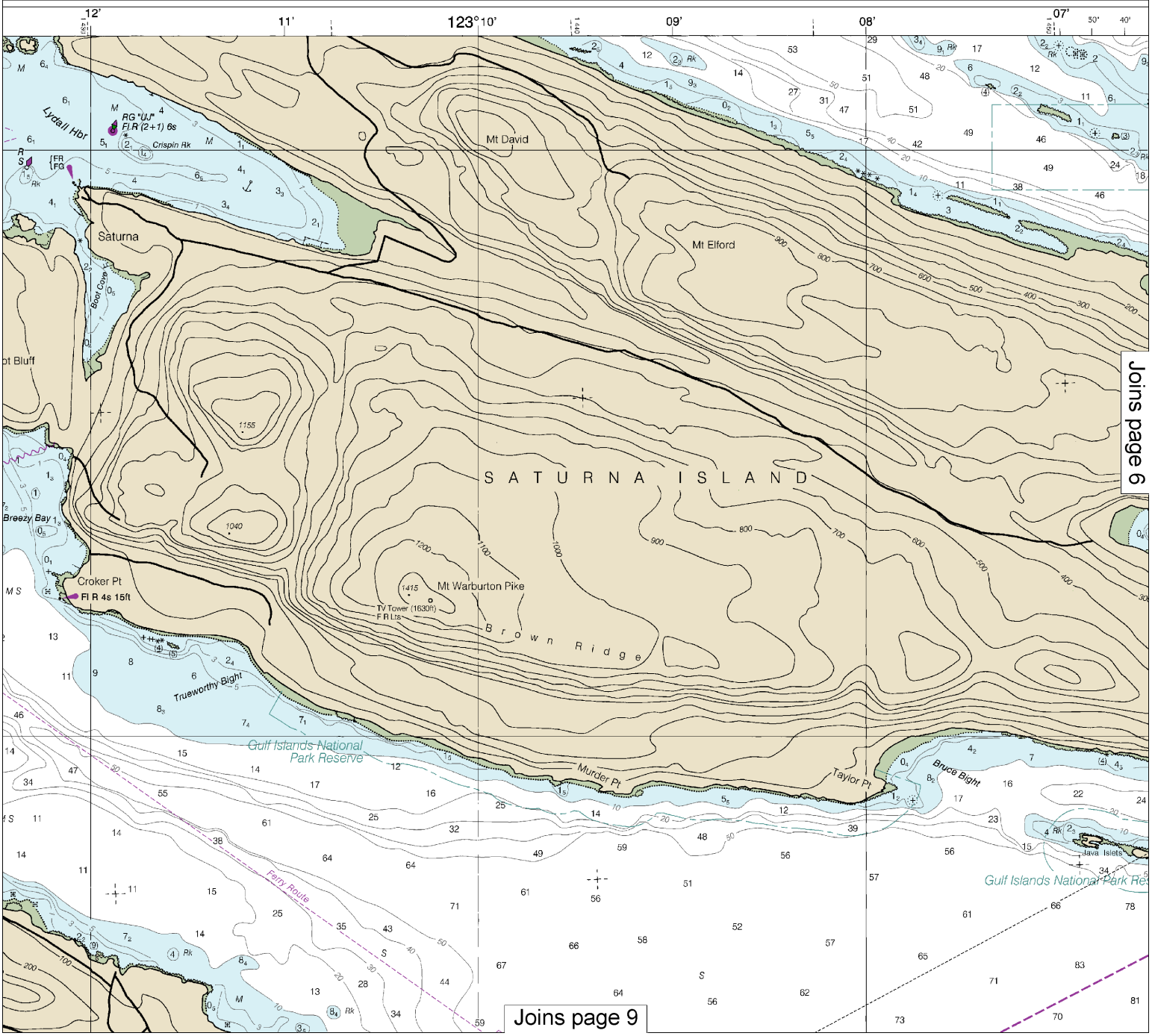
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:35714. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

ATES - WEST COAST

SHINGTON

DARY PASS

cator Projection
25,000 at Lat 48°43'N

erican Datum of 1983
Geodetic System 1984)

DINGS IN FATHOMS
ND FEET TO ELEVEN FATHOMS)
LOW WATER IN U.S. TERRITORY
AL TIDES IN CANADIAN TERRITORY

n be obtained at nauticalcharts.noaa.gov.

d., Jan. 1981 KAPP 1685

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Patos Island Wharf	(48°47'N/122°58'W)	8.6	7.9	2.6
Turn Point, Stuart Island	(48°41'N/123°14'W)	7.5	6.9	2.5

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Jul 2013)

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

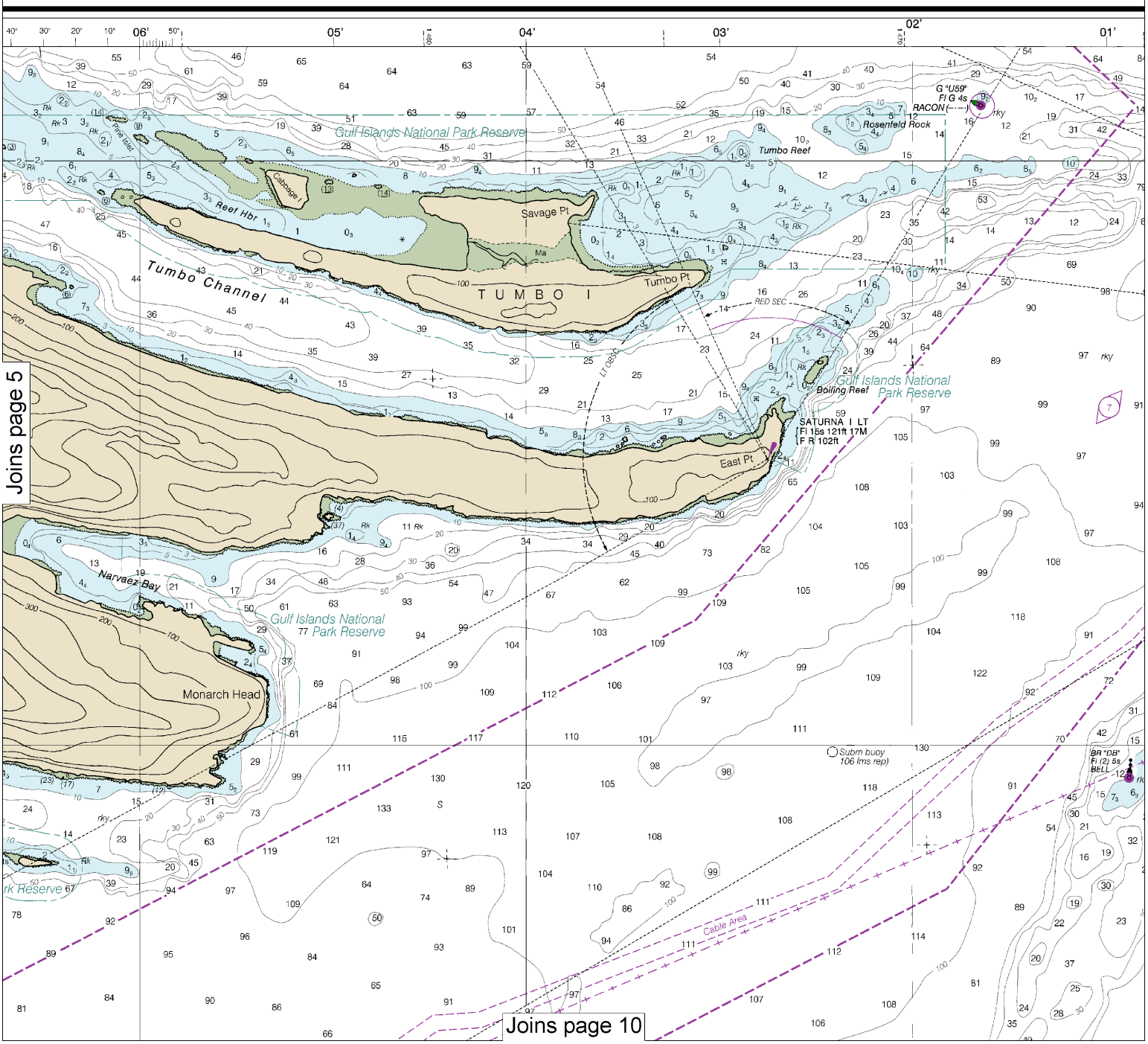
NOTE B

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the U.S. waters covered by this chart. Vessel operating procedures and designated radio-telephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.

NOTE C

A Cooperative Vessel Traffic Services (CVTS) system has been established by the United States and Canada within the adjoining waters in the Juan de Fuca Region. The appropriate Vessel Traffic Center (VTC) (Tofino Traffic, Seattle Traffic, Vancouver Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction.

7 Vessel Traffic Services calling-in point with numbers; arrow indicates direction of vessel movement



Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1

Yards: 1000 0 1000 2000

Note: Chart grid lines are aligned with true north.

NOTE D

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Strait of Georgia waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.

Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and/or Chapter 2 of the U.S. Coast Pilot.

For information governing the VESSEL TRAFFIC MANAGEMENT AND INFORMATION SYSTEM for the coastal waters of southern British Columbia, see National Geospatial-Intelligence Agency Publication 154, Sailing Directions (enroute) for British Columbia, and the Sailing Directions British Columbia Coast (South Portion) Volume 1, published by the Canadian Hydrographic Service.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.633" southward and 4.678" westward to agree with this chart.

PLANE COORDINATE GRID

(based on NAD 1927)

Washington State Grid, north zone, is indicated by dashed ticks at 5000 foot intervals. The last three digits are omitted.

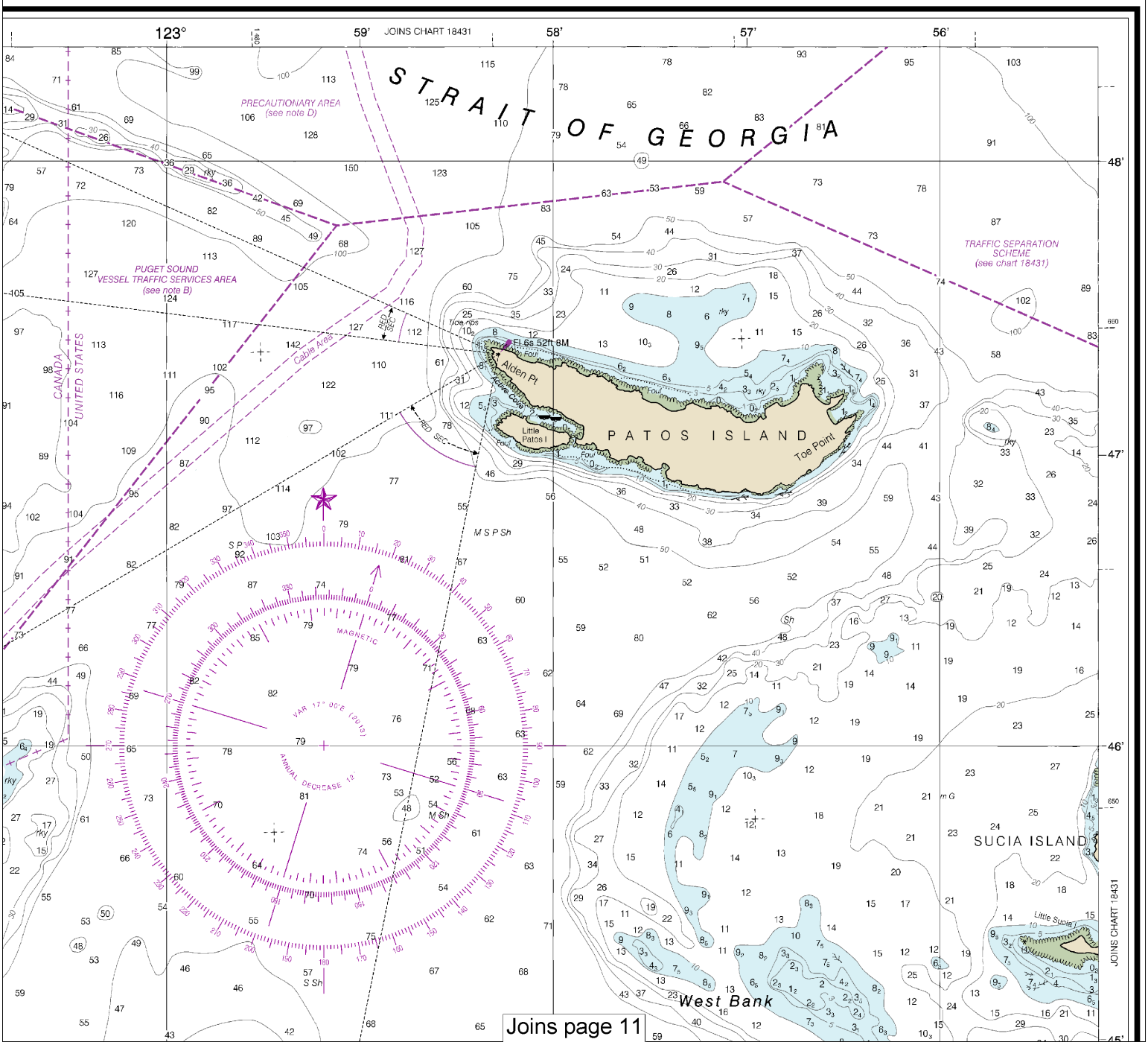
CANADIAN WEATHER RADIO BROADCASTS

The Canadian Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Vancouver, B.C. CFA-240 162.400 MHz

SOUNDINGS IN FATHOMS

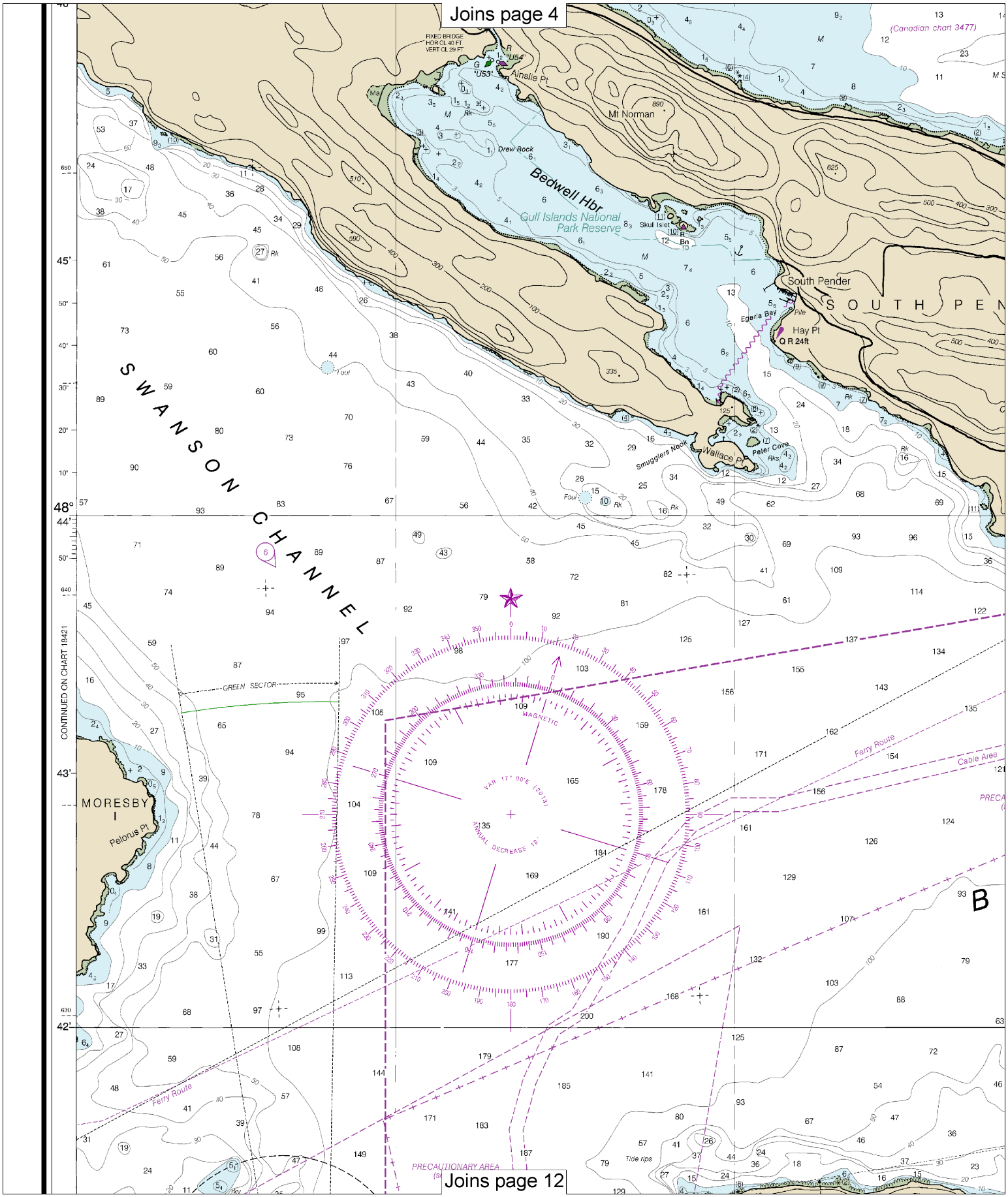
(FATHOMS AND FEET TO 11 FATHOMS)



Joins page 11

Hard copies are available at nauticalcharts.noaa.gov.

7th Ed., Sep. 2013. Last Correction: 8/24/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)



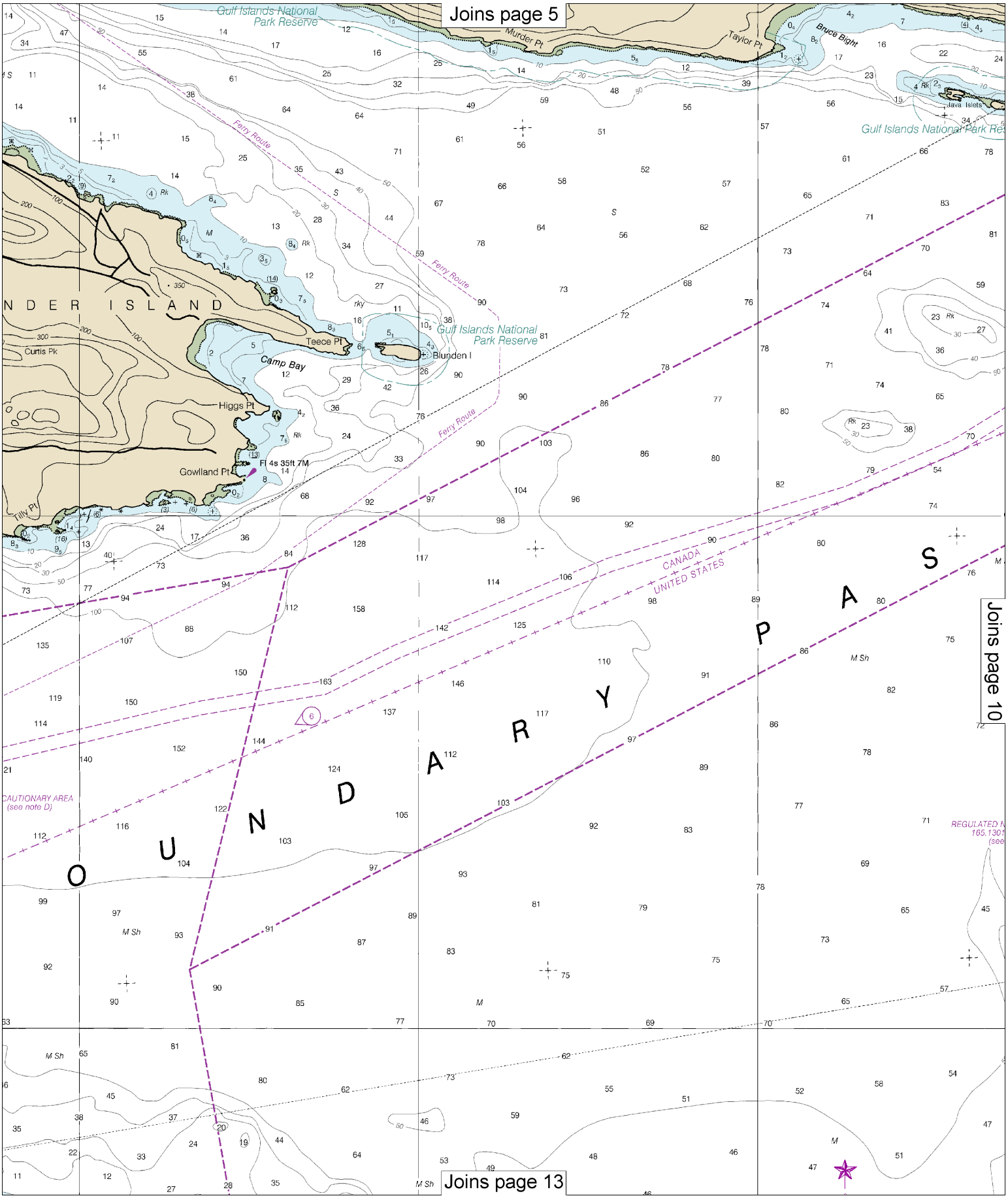
8

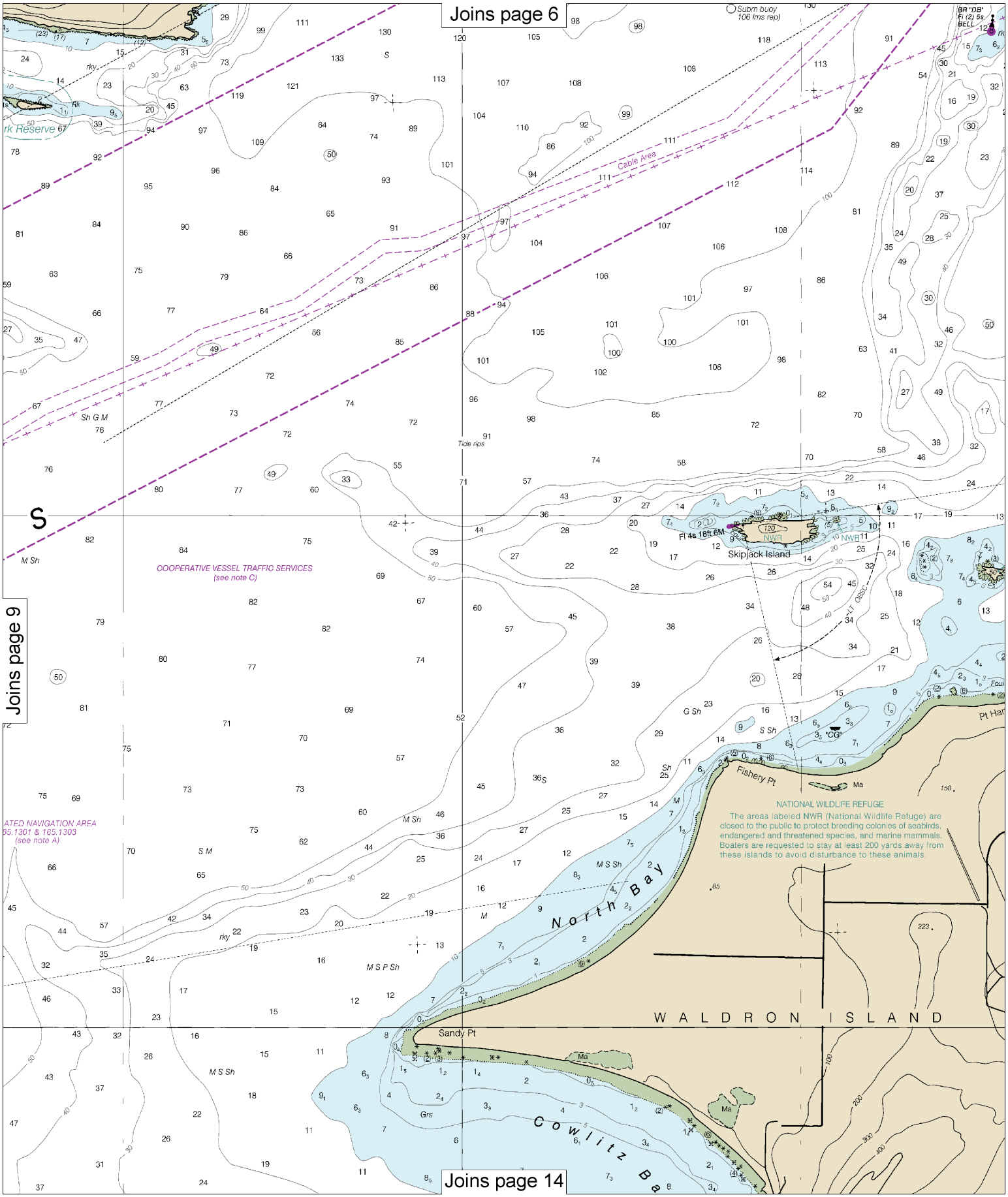
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000


Joins page 5
Gulf Islands National Park Reserve
Murder Pt
Taylor Pt
Bruce Bight
Java Islets
Ferry Route
N D E R I S L A N D
Curtis Pk
Teece Pt
Blunden I
Camp Bay
Higgs Pt
Gowland Pt
Fl 4s 35ft 7M
Tilly Pt
CANADA
UNITED STATES
B O U N D A R Y P A S S
CAUTIONARY AREA
(see note D)
M Sh
Joins page 10
Joins page 13



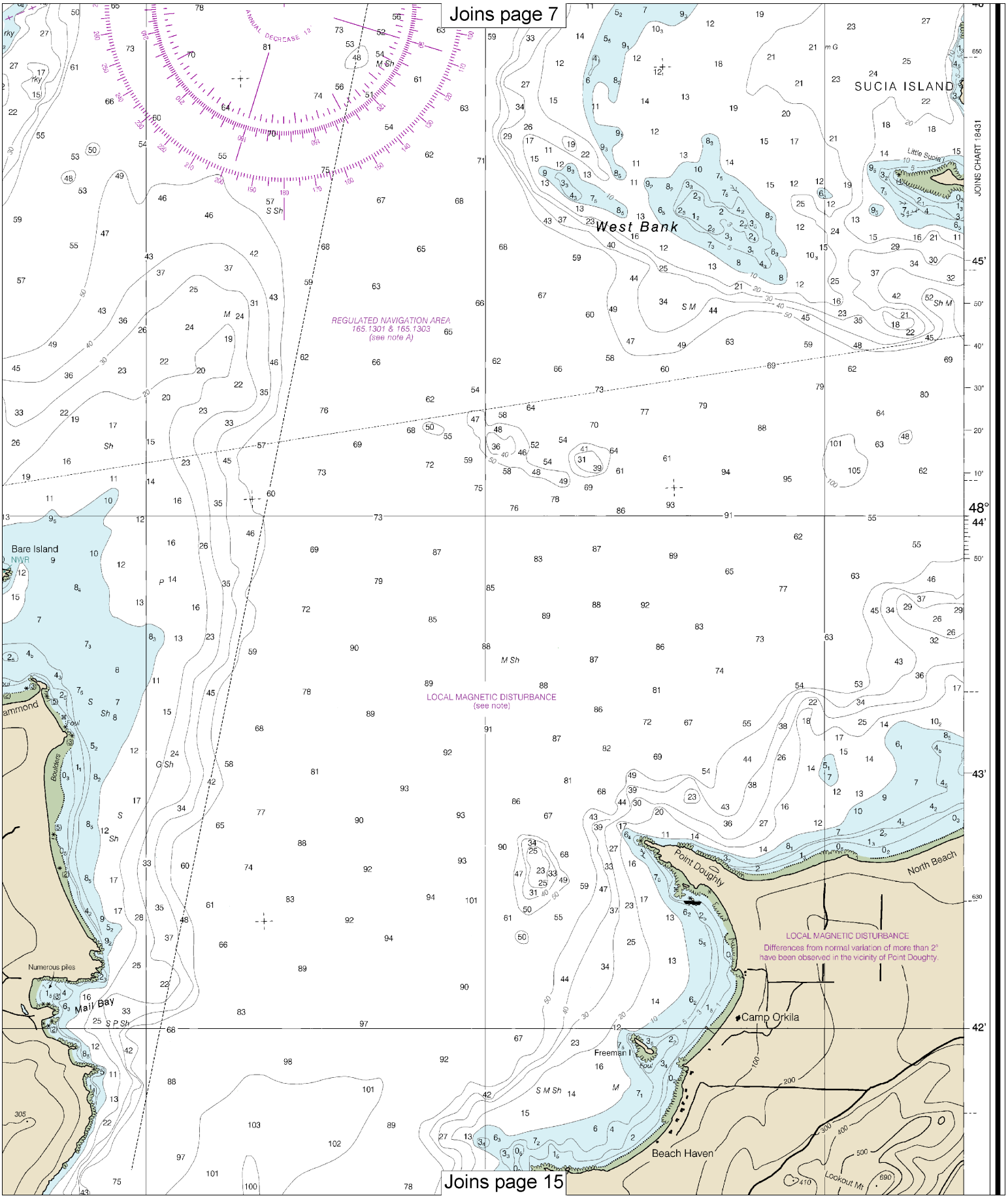
10

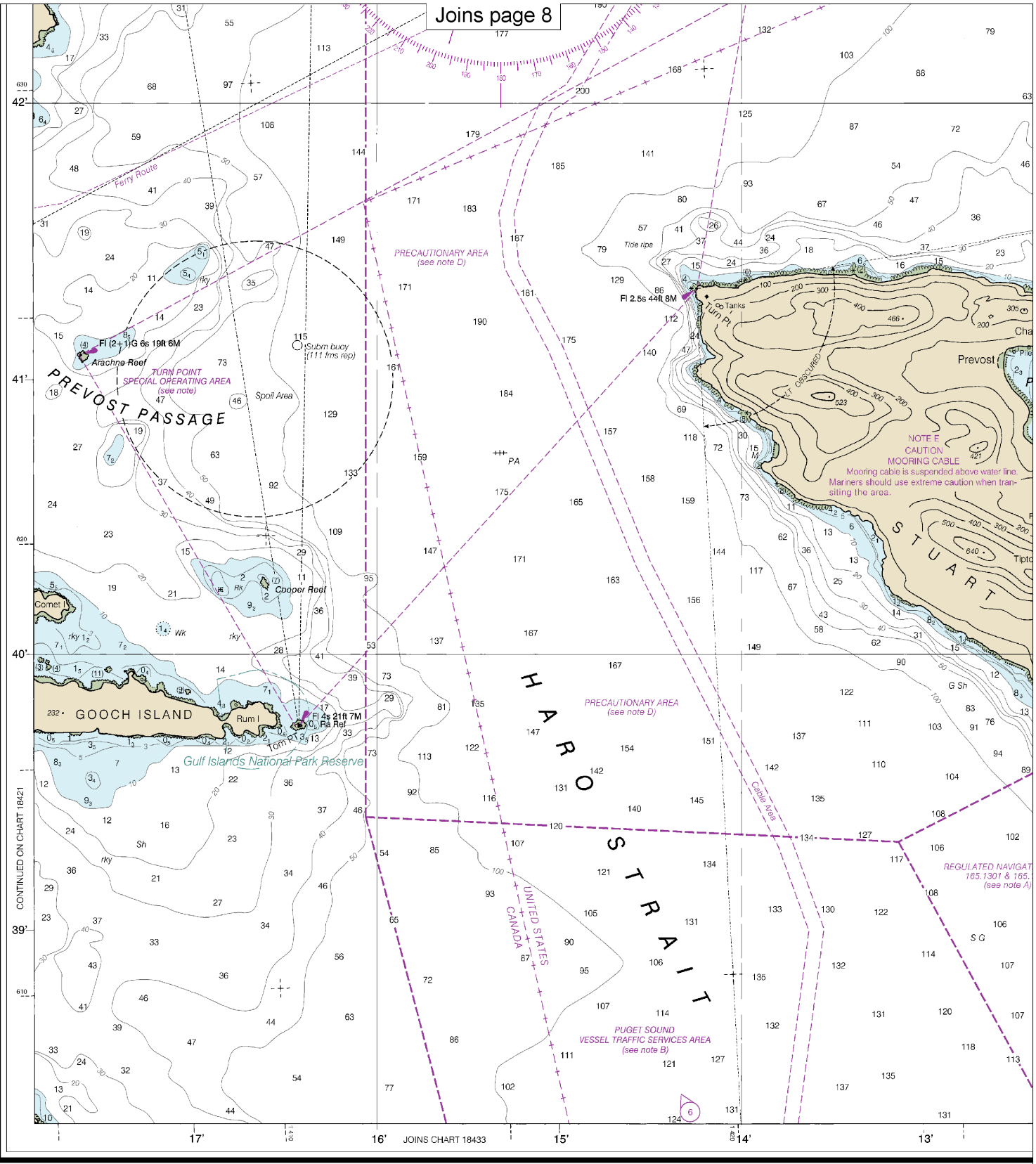
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000


Joins page 7
SUCIA ISLAND
West Bank
REGULATED NAVIGATION AREA
165.1301 & 165.1303
(see note A)
LOCAL MAGNETIC DISTURBANCE
(see note)
LOCAL MAGNETIC DISTURBANCE
Differences from normal variation of more than 2°
have been observed in the vicinity of Point Doughty.
Bare Island
NWR
Point Doughty
North Beach
Camp Orkila
Beach Haven
Lookout Mt
Freeman I
Mail Bay
Numerous piles
Boulders
JOINS CHART 18431
48°
44'
43'
42'
45'
Joins page 15



18432

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district for the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

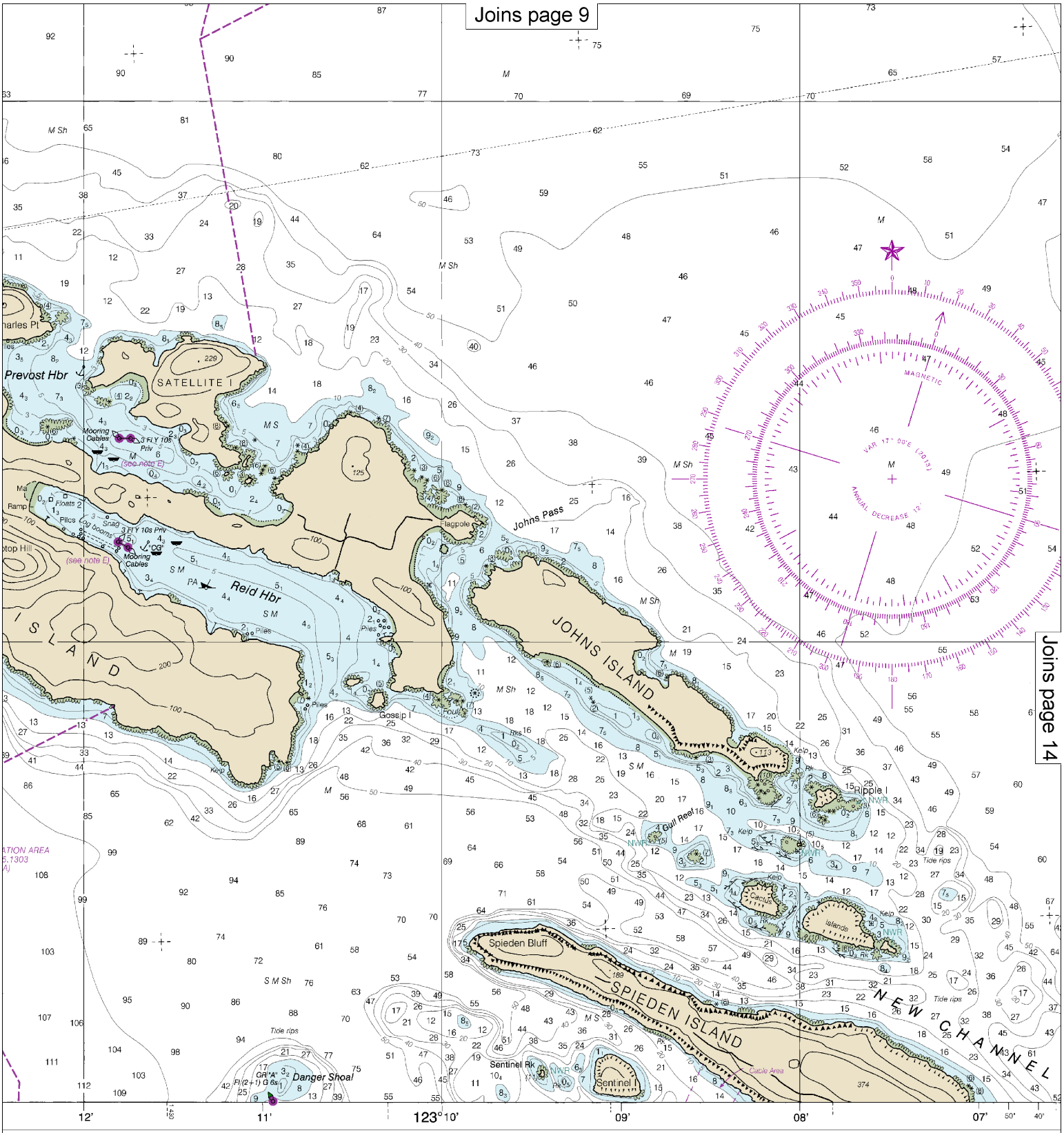
7th Ed., Sep. 2013. Last Correction: 8/24/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

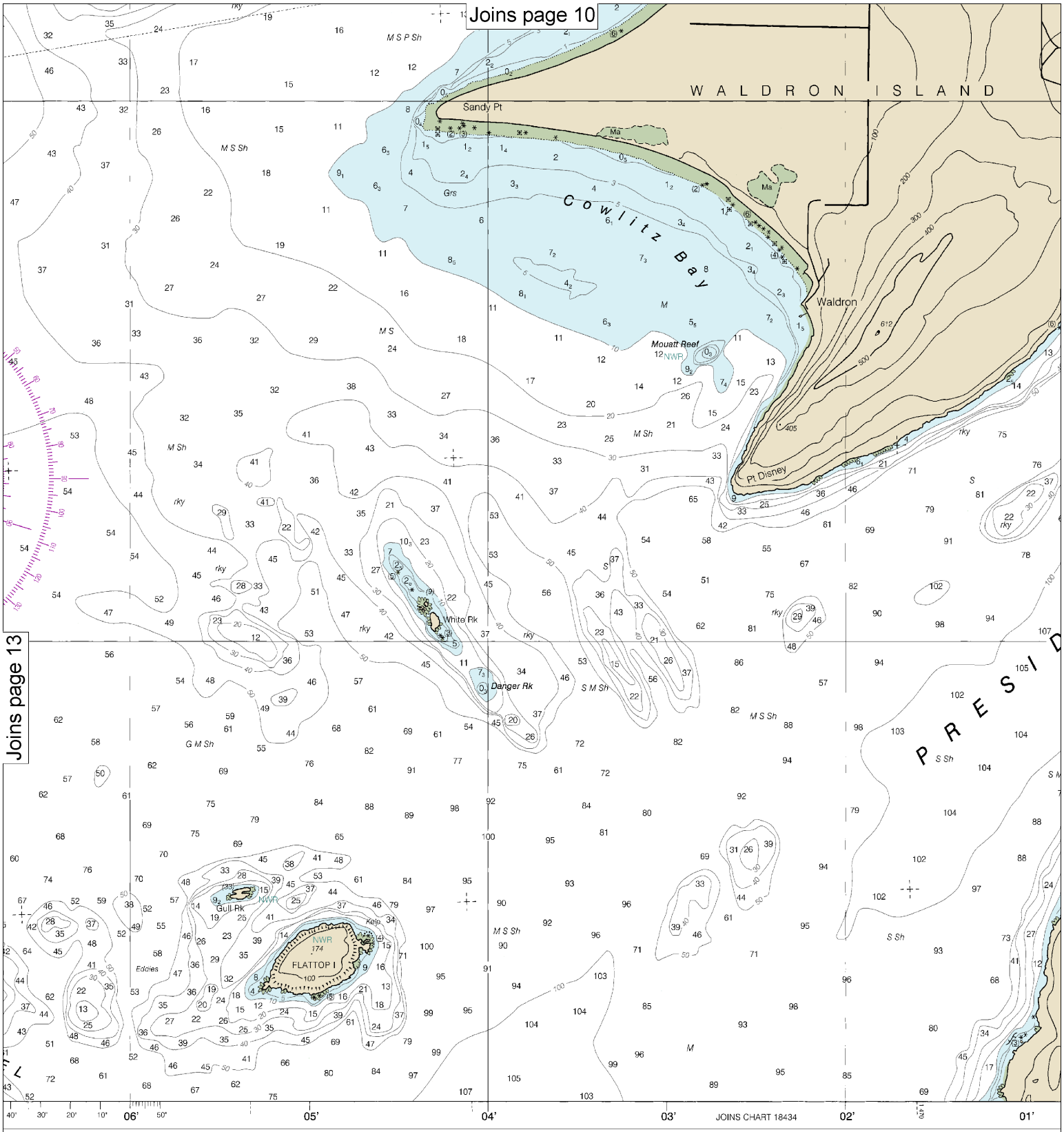
Yards
1000 0 1000 2000



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Published at W
U.S. DEPARTMEN
NATIONAL OCEANIC AND AT
NATIONAL OC
COAST

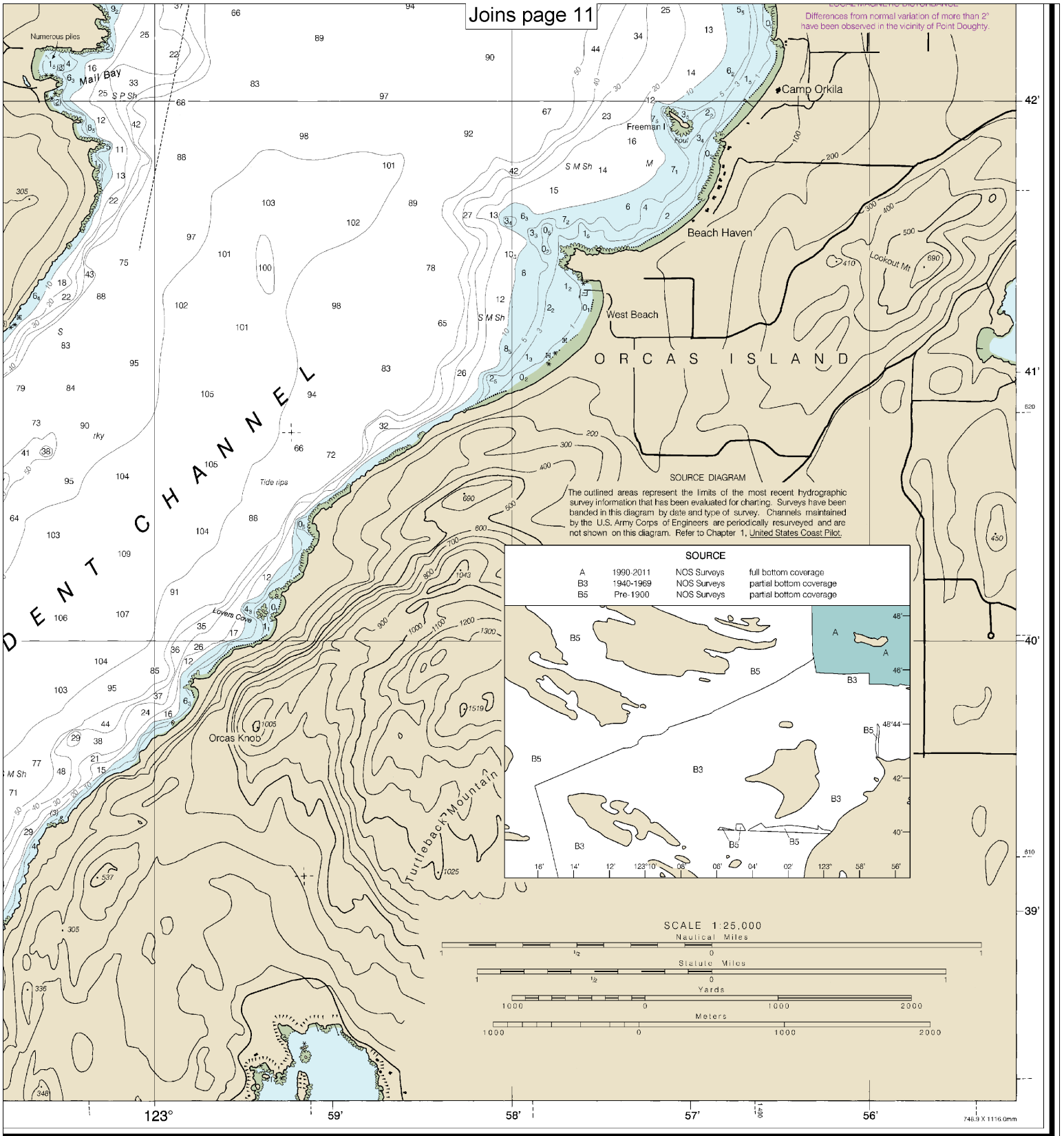


ed at Washington, D.C.
TMENT OF COMMERCE
ND ATMOSPHERIC ADMINISTRATION
NAL OCEAN SERVICE
COAST SURVEY

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1
Yards
1000 0 1000 2000



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Boundary Pass

SOUNDINGS IN FATHOMS - SCALE 1:25,000

18432

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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